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REPORT NO. [REDACTED]

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COUNTRY Czechoslovakia

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DATE DISTR. 30 March 1954

SUBJECT Inspection and Maintenance of Czech Aircraft

NO. OF PAGES 4

DATE OF INFORMATION [REDACTED]

REFERENCES:

PLACE ACQUIRED [REDACTED]

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THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

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MAINTENANCE AND INSPECTION OF AIRCRAFT [REDACTED]

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1. Source stated the following maintenance procedure: The maintenance personnel of each individual flight inspected and maintained only the aircraft assigned to them within the individual flights. Personnel of one flight were not permitted to inspect and or maintain aircraft in any but their assigned flight. The maintenance and technical personnel were paid according to the job they did.

PRE-FLIGHT INSPECTION AND MAINTENANCE:

2. This inspection and maintenance was made by two mechanics; they inspected the engine and the aircraft, also performed engine run-up and complete operational checks. The technicians from the same flight would check the equipment of their own specialty. For instance, the radio technicians had to take care of their own detailed inspection and maintenance. The armament man took care of the guns and loaded them only when the aircraft was going to fly a gunnery mission. This entire pre-flight inspection generally took around two hours although much depended on the malfunctions found by maintenance personnel.

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## POST FLIGHT INSPECTION AND MAINTENANCE:

3. This inspection was made in the same manner as the pre-flight inspection. The same personnel took care of both the pre-flight and post-flight inspection. The armament man had to remove the gun clips and clean the guns thoroughly. Each technician and his assistant had to visually inspect, clean, and take care of his section of the aircraft.

## ENGINE OPERATIONAL CHECKS:

4. When the aircraft was grounded or did not fly for seven days, a complete engine and operational check had to be performed. The mechanics had to perform run-ups and control surface checks. Each technician and his assistant had to perform his own inspection and operational check.

## PREPARATION FOR SUMMER OPERATION OF AIRCRAFT:

5. This preparation was scheduled to be performed yearly between 15th March and 15 April. Maintenance and technical personnel had to perform their own detail job within their specialties. Mechanics changed winter engine oil and replaced it with summer oil and replaced the winter hydraulic fluid that operated the servo boost flap control and landing gear system. All winter grease was cleaned and wiped from all nuts, bolts and movable control parts throughout the entire aircraft and replaced with summer grease or lubricant. Armament men had to clean thoroughly all winter grease from nuts, bolts and movable parts of the gun section, including the gun itself; and prepare it for summer operations. Electricians prepared their sections of the aircraft for summer operation. Each technician thoroughly cleaned and prepared his section for summer operation.

## PREPARATION FOR WINTER OPERATION OF AIRCRAFT:

6. This was done in the same manner as the summer preparation and was accomplished yearly between 15 October and 15 November. Source stated that the winter and summer preparations took approximately from six to eight days per aircraft for winterizing and six to eight days for summerizing.

## DAILY AIRCRAFT STATUS LOG:

7. See Source's memory sketch of the daily aircraft status log Encl. 17. This log was filled out at the completion of each day and turned over to the engineering officer of the regiment; from there, it was turned over to the engineering officer of the division.

## CANNIBALIZATION OF AIRCRAFT PARTS:

8. Source stated that whenever the four MIG-15's from the first flight of the [redacted] were scheduled for a training flight, the maintenance was done as follows: if three out of the four aircraft were in condition to fly and the other one was AOCP, this single aircraft would be put in commission by getting parts cannibalized from an aircraft in another flight but only if the aircraft from that flight was in maintenance and inspection status. When the aircraft with cannibalized parts came back from its training flight, the part or parts had to be immediately removed and returned to the original aircraft. Source stated that this was unauthorized. For further information on maintenance and inspection of the Czech M-05 and Soviet MIG-15 jet engines, [redacted]

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9. The aircraft maintenance and inspection personnel for one aircraft consisted of the following:

- a. Crew Chief
- b. Armament Man
- c. Assistant Armament Man
- d. Aircraft Electrician
- e. Assistant Electrician
- f. Radio Technician
- g. Aircraft Mechanic
- h. Assistant Mechanic

Enclosure 1: Memory Sketch of Daily Aircraft Status Log

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**Enclosure 1: Memory Sketch of Daily Aircraft Status Log**

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